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Sailors' Magazine



and SEAMEN'S FRIEND

AMERICAN SEAMEN'S FRIEND SOCIETY.

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THE SOCIETY'S PERIODICALS.

THE SAILORS' MAGAZINE AND SEAMEN'S FRIEND, a monthly publication of thirty-two pages, contains the proceedings of the AMERICAN SEAMEN'S FRIEND SOCIETY, and its Branches and Auxiliaries, with notices of the labors of local independent Societies in behalf of seamen, its aim being to present a general view of the history, nature, progress and wants of the SEAMEN'S CAUSE, and commend it to the sympathies, the prayers and the benefactions of the community.

THE MAGAZINE is sent to single subscribers for ONE DOLLAR a year, payable in advance.

Persons ordering a change in the direction of the MAGAZINE should always give both the old and new address, in full.

THE SEAMEN'S FRIEND is issued, annually, as a four page tract adapted to seamen, and gratuitously distributed among them. It is furnished to Auxiliary Societies for this use, at the rate of ONE DOLLAR per hundred.

THE LIFE BOAT, an eight-page paper, published monthly, will contain brief tales, anecdotes, incidents, &c., and facts, mainly relating to the work of the LOAN LIBRARIES issued by the Society. Any Sabbath-School contributing to the Society \$20 for a LOAN LIBRARY may receive fifty copies, gratis, for one year, with postage prepaid.

Provided a request is sent, annually, for the SAILORS' MAGAZINE, it will be forwarded gratuitously to Life Directors, Life Members and pastors of churches in which a yearly collection is taken for the Society.

It will also, upon application, be sent for one year to any one contributing at least Twenty Dollars for the general objects of the Society, or to endow a Loan Library.

It is necessary that all receivers of the MAGAZINE, gratuitously, should give annual notices of their desire for its continuance.

REMITTANCES.

Remittances for the AMERICAN SEAMEN'S FRIEND SOCIETY, in payment of subscriptions to the SAILORS' MAGAZINE, or for any other purpose, should be sent to No. 76 Wall Street, New York City, by P. O. Money Order, or check, or draft on New York, to the order of WILLIAM O. STURGES, Treasurer, or money may be enclosed in a registered letter. Postmasters are now obliged to register letters at ten cents each, when requested. If acknowledgments of remittances are not received by return mail, the Treasurer should be notified at once.

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The payment of Five Dollars makes an ANNUAL MEMBER of the Society, and of Thirty Dollars at one time, a LIFE MEMBER. The payment of One Hundred Dollars at one time makes a LIFE DIRECTOR.

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"I give and bequeath to the AMERICAN SEAMEN'S FRIEND SOCIETY, incorporated by the Legislature of New York, in the year 1833, the sum of—, to be applied to the charitable uses and purposes of the said Society."

Three witnesses should certify at the end of the will, over their signatures, to the following formalities, which, in the formation of the will, should be strictly observed:—

1st. That the testator subscribed (or acknowledged the subscription of) the will in their presence.—2nd. That he, at the same time, declared to them that it was his last will and testament.—3rd. That they, the witnesses, then and there, in his presence, and at his request, and in presence of each other, signed their names thereto, as witnesses.

THE SAILORS' MAGAZINE

AND SEAMEN'S FRIEND



Vol. 71,

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THE HOMEWARD-BOUND.

Oh! for a brisk and fresh'ning wind
That follows the tall ship fast,
That curls the crests of the sun-kissed
seas

And strains the pitch-pine mast—
And bends the towering mast,
Whilst the dog-watch yarns go 'round
And the chantey-man uplifts his voice
In the song of the homeward-bound!

The chorus ascends in time and tune,
And is caught on the rising wind,
Till the startled gulls with fluttering wing
Fall off in the track behind—
Fall off in the flakes behind,

Where their shrieks and screams are
drowned

By the proud, loud song, the loud,
proud song,

The song of the homeward-bound!

Give me the midst of a stormy zone
Where the staggering sun swings low,
And the clouds roll black on the weath-
er-board

Predicting a heavy blow—
Sure sign of a heavy blow,

When from windward comes the sound
Of the thunder's roar to rouse the song,
The song of the homeward-bound.

Give me the man with a rich, round
voice,

When the wind is bellowing hard,
As he looms his reach o'er the leading-
block

A-hoisting a topsail yard—
Mastheading a topsail yard
As the sail sets taut and round,
And the word "Belay" falls like
"Amen"

To the song of the homeward-bound.

Oh! the strange sea-folk, the wild sea-
folk,

That live on the trackless deep—
That carry our commerce the world
around

Wherever the wild waves sweep!—
Where the wild waves ever sweep,
To these let the toast resound
With a health to the sailor, a health to
the ship,

And a health to the homeward-bound!

T. H. MATHIAS, in *Coast Seamen's Journal*.

A LETTER TO HIS WIFE.

Ye lingering winds that feebly blow,
 Why thus impede my way?
 Why moves the lazy ship so slow
 When Mary mourns my stay;
 For when she bade me last adieu,
 She dropped a tear and cried "prove true!"

When as the midnight watch I keep
 I view the sparkling sea,
 While 'round my shipmates careless sleep,
 I fondly think on thee;
 Remembrance paints the last adieu,
 When Mary wept and cried "prove
 true!"

Though I be distant as the pole,
 Though furious tempests foam,
 Though billows mount, though thunders
 roll,

No distance, time or storm
 The scene can banish from my view
 When Mary wept and cried "prove
 true!"

Aft, up the shrouds, my steps are borne,
 I take my airy stand,
 And oft my longing eyes I turn,
 And look in vain for land;
 Dejected, I rejoin the crew,
 And fondly hope my Mary's true.

Come then, briskly, pleasing gales,
 For once auspicious prove;
 Come, swell the bosom of my sails,
 And waft me to my love;
 Moored in her arms, to toils adieu,
 If still I find my Mary true.

Capt. JAMES HALLET HORSLEY.

 EDITORIAL PARAGRAPHS.

THE Court of Appeals of the State of New York holds that "the organization or co-operation of workingmen is not of itself against any public policy, and must be regarded as having the sanction of the law, when it is for such legitimate purposes as that of obtaining an advance in the rate of wages, or of maintaining such rate. If, however, the purpose of an organization or combination is to hamper or restrict the freedom of a citizen in pursuing his lawful trade or calling, and through contracts or arrangements with employers, to coerce other workmen to become members of the organization and to come under its rules and conditions under the penalty of the loss of their positions and of deprivation of employment, such purpose is against public policy and unlawful."

Then it follows in the case of shipping seamen that all shipping masters or boarding masters who coerce shipowners and sailors to come under the rules and conditions of their organization, in order to employ or be employed, are acting against public policy and in an unlawful manner. The same is true of all who submit to their illegal exactions. Submission to this kind of wrong is wrong itself. If many years ago the beginnings of this organized iniquity had been resisted by shipowners and seamen, its present proportions would not have been reached, and there would not be now so many timid souls hopeless of its destruction. The annual report of the Missions to Seamen

Society refers to the evils attending British seamen in some continental ports, evils that "have long cried to heaven for redress." Long-continued as these evils have been, there is no note of despair in the words that summon law and those who execute law to destroy them root and branch. In Dunkirk a British consul found a remedy that was effective. In New York a combination of consuls, shipowners and the United States Shipping Commissioner, determined not to permit any sailor to sign articles who has been compelled by an organization to take employment on its conditions, would break its back, and remove the temptations from its path that seem irresistible, yielding to which has produced a type of character in seaports more allied to the devil than to man. The present shipping commissioner is ready to give his influence for the betterment of shipping conditions and his words and actions are in happy accord on this subject.

For the last few years there has been an effort in New York to put an end to the crimping and blood-money outrages on seamen. Many meetings of allied societies have been held through representatives appointed to consult on this subject. Legislation in Washington has been influenced. Five thousand copies of the last Bill passed have been put in the hands of seamen, that they might know their rights and duties. The Legal Aid Society has been assisted in paying the salary of a lawyer who devotes himself to bringing actions against violators of the shipping laws, and to enforcing the laws that regulate sailor boarding houses. It is believed that this lawyer with the Legal Aid Society back of him will be able to contract the limits of the evils which dog the footsteps of seamen in this great port, if not to put an end to them. Correspondence and publications from many ports of the world show that reformers are contending with the wrongs to sailors connected with their stay ashore and the system of shipping them. At the present time the battle is hot in many places, but there is always danger of losing the vigilance which is the price of success, and it is always difficult to secure sufficient co-operation from sailors themselves, because of the conditions that make them dependent for a chance to ship on the men who dictate the terms.

THE recent war with Spain has brought naval sea men into prominence. The Y. M. C. A. and other agencies have done much for their bodily comfort and their spiritual interests. Through its chaplain at the New York Navy Yard this Society is of service to them, as also it is to the naval cadets through its annual presentation of Bibles to them at the Naval Academy. More and more as the navy increases

and the commerce of the country enlarges, the field of this Society's work will widen. It is the conviction of its Board of Trustees that the need of a larger income is imperative, and that no work ought to touch more closely the heart and hand of a humane and Christian people than the work of succoring the shipwrecked and destitute sailor, of feeding his mind and heart on good books and of giving him the gospel of Christ. Seventy-one years of fidelity to this work ought to give the Society a far larger number of annual contributors, of church collections, and of legacies in wills. May the readers of this at once resolve to give, to enlist his church in giving, and to make a bequest in his will.

SAILORS no doubt would sometimes spin a yarn to the Secretary if he had time to hear it, though in general the atmosphere of an office is not as congenial to yarns as that of a deck or forecastle. One day not long ago an old sailor spun the following yarns to him, and they are here reproduced as a specimen of "life on the ocean wave."

"We were on the *Jason* from Liverpool to Calcutta. We had good winds and set all sails. even the studding sails on both sides of the ship. We couldn't find a yard for one, and the second mate sent me and another to the hold to find a yard. When we got down there we saw boxes of spirits, and knocked the lids off some of them. I took a bottle out and handed it to him. The fore hatch being off, I jumped up and he passed the bottle up and I put it in the leg of one of my sea-boots; that night we drank it. One of the watch asked me where I got it. I told him. That night the watch went down and got a case up. We kept it quiet for two or three weeks, and the other watch did not know of it. One day one of our watch gave a drink to a man in the other watch. They found out we had liquor and stole it from us. The mate's watch all got drunk on deck and got to fighting. While the men were fighting-drunk, a German sailor was at the wheel for four hours. When I took the wheel from the German, the wind blowing off the starboard side, the captain stood close to me on the lee side to smell my breath, but smelt no liquor on me because the other fellows had stolen it. I stayed at the wheel two hours, till two o'clock, and the man who took the wheel from me was half full, and he told me that my watch mates had been down the hold and stole another case of gin and had it in the forecastle head. He told me to be careful when I went forward. When I went I had a drink. We picked out one man as the man who stole the liquor while we were asleep. Some wanted to take him out of his bunk and throw him overboard, when the vessel was sailing ten or eleven knots an hour

No,' said I, 'if we do, we'll be tried for murder. We'll just get his chest and throw that overboard.' We got it and threw it over the side. A German was asleep on the chest rolled up in a white blanket. When he was rolled over they thought he was awake and would tell them the next day; so they determined to throw him overboard. No,' said I; I drew my sheath knife and said 'I'll cut any man who touches him and I'll call the mate.' They left him alone. The next morning the man who owned the chest went to the captain. Fighting went on then every day for two months. The captain knew about the liquor, but couldn't stop it. At last we got to Calcutta, and the captain hoisted a flag for the police, and we were all taken before a magistrate and tried for mutiny and broaching cargo on the high seas. Some got three months, some six, some nine, and some twelve months."

"There was a ship going to New Zealand with emigrants aboard, and the crew got hold of cases of candles and matches, and they lighted three or four candles in the hold to look for liquor. They found it and went down night after night and became crazy from the effects of the liquor, and left burning candles in the hold. The ship caught fire, and out of 360 emigrants there was only one boat's crew saved, twelve out of twenty-two being seamen. There was nothing in the boat—no water, no food. A sick woman in the boat was killed and eaten to save life. Days after the boat was picked up by the *British Princess* and the saved were landed in St. Helena. This was in the seventies."

"I worked four or five nights on a ship to get off the planks that covered the cargo so as to get at the liquor. Got one or two planks down, and I got inside, but there was little room to move, but I got hold of one case, but it turned out to be jam. I passed it up, took the jars out and threw the empty case overboard. Found out the liquor was at the other end of the ship. Got another case, which looked like a long trunk and had a padlock on it. I broke it open and found it filled with fancy slippers, and divided them among four of us toughs, each taking fifty or sixty pair, and threw many overboard. Had jam enough to last all the way to Sydney. Two weeks before we got there the captain found out we had been broaching cargo. My mate told me the carpenter told him that. I told him I didn't believe it, and that he was frightened because he had sixty pair. He and his partner threw away what slippers he got. Me and my partner got ours into Sydney and the captain never knew about it. We sold them to a Jew shop night after night."

"Three years ago when I was sixty-seven years old, I was on a ves-

sel at pier 9, New York, and the German cook belonged to the Mariners' Church and he took me up there several nights, and he was a good Christian. I went with him just to pass the time. Heard many sailors give their testimonies. When I went back the devil said to me 'Don't listen to those men,—they get their living out of that.' The German cook talked to me night after night. I heard Mr. BOULDER and his words made a great impression on my heart, and he made things plain and made me feel that there was a God and another world. His words made such an impression that I didn't want to hear anybody else preach. For two or three months this went on and then I came to Christ. I never knew a day's happiness until I came to Christ. And now I want to do all the good I can."

This is the sailor's yarn, almost word for word. The editor has looked up his record since his conversion and finds that he is an earnest, out-and-out Christian. What hath God wrought!

LOAN LIBRARIES. The master of the schooner *Hettie J. Dorma* writes of No. 8,166 :

I have on board a few books belonging to an old library; would like you to send for them and send a new library, as the old books have been read many times.

The master of the schooner *Atrato* writes of No. 9,862 :

I have had this library for nearly a year; the books have been read and re-read by myself and crew, and can truly say they have been the source of a great deal of good. Every vessel should have one.

The master of the schooner *Standard* writes of No. 9,946 :

I should like a library very much, but we will leave here Thursday forenoon and I fear that you will not have time to send it; and would also say that we have one of your libraries on board.

The master of the brig *Irene* writes of No. 10,237 :

It has been so very much enjoyed by all on board, and I take pleasure in thanking you for same.

The master of the bark *Wolfe* writes of No. 10,459 :

The mate will deliver the library up at any time. I may state it has been little used.

The master of the bark *Persia* writes of No. 10,463 :

Please accept my thanks for the donor. The books have been re-read by different crews and good has been done in many ways, and we cannot tell what a vast amount of good has been done; one way, the sailors are more contented, more likely to stay on board, and no doubt that many a man has been touched by some of the stories. I think the work a grand one.

The master of the ship *John McDonald* writes of No. 10,468 :

On my arrival from a foreign voyage I leave my ship as soon as possible after being safely moored and visit the scenes of my boyhood here in dear old Maine. Please exchange it. I take quite an interest in your efforts to supply seamen with good reading matter and endeavor to have the books well taken care of.

The master of the *George T. Hay* writes of No. 10,471:

The donors of those libraries are doing a grand work for the sailor as well as the officers; the books are always read with interest and pass away many a lonely hour. Tell your man when he comes for library to put me in mind to give him \$5.00.

For The Sailors' Magazine.

PREHISTORIC NAVIGATION AND ITS DEVELOPMENT.

BY Z. I. NAZBRYTH.

The first species of navigation existed in the prehistoric ages in the form of a bug borne along on a leaf afloat on the stream. This bug or insect little realized the fact that his sailing or ferriage by means of a leaf borne at random over the waters was really the dawn of a gradual and grand development, which as the ages rolled along would at last be perfected in a very remarkable degree.

After all of our nineteenth century boasting, it may be that our grand system of trans-oceanic navigation is by no means advanced to a state of actual perfection, for at some future day when huge ships will cross the broad Atlantic in three days, people will wonder why we of the present day were content to remain satisfied to perform the same voyage in six.

When the prehistoric man wished to cross the stream he did so by sitting on a tree trunk and paddling across. The stone age opened and found the human race more susceptible to improvement. Stone implements and chisels carved out of conch shells furnished means for felling trees and were hollowed out by fire, and in this way by warriors afloat whole tribes became enemies and bloody wars were

waged on stream and river, lake and sea.

Ages passed, and with the entrance of the bronze age, and by the clever use of keen-edged tools, boats and even ships were evolved from the earlier crass models, and the remains of some of these peculiar ships are to be seen to-day in European museums, which exhibit some degree of superior naval architecture.

The ships of the Jewish nation in its palmy days "broke at Ezion Gebir," i. e., they were wrecked in that far away port in the Persian gulf. Crude as those ships must have been, they were accustomed to perform voyages of no less than four years' duration, and probably sailed to China and Japan and even still farther, to the isles of the Pacific, to fetch their rare and varied cargoes, which in turn found storage in Jerusalem. So small were the Greek and Roman ships that at night they were usually hauled up on the beach and launched again at daylight. The Phœnicians and Zidonians were famous navigators and their ships, though of very moderate size, sailed the whole length of the Mediterranean sea, passing through the weird Pillars of Hercules out into

the broad and unknown waters of the Atlantic, even to Cornwall in Britain, to obtain tin.

The *Castor and Pollux*, that Roman ship upon which St. Paul sailed and in which he was wrecked at Melita, was of considerable size, judging from the number of souls on board; and it is recorded in the early annals of our era that a ship carrying a cargo of Egyptian wheat entered the port of Rome and made fast to the river side near the Aventine Hill. After discharging her cargo, when she was preparing to depart for Ostia on her voyage towards Egypt, she was compelled to proceed down the river stern first; on account of her great length she could not be turned about in the Tiber!

The Persian ships engaged in the battle of Salamis, and those craft with which Alexander the Great ravaged the coasts of Asia Minor and Syria, were small craft, but were considered effective in their day. The Roman biremes, triremes, quadremes and quinqueremes showed a gradual development, but for centuries the art of ship building and navigation remained stationary. The *Santa Maria*, the flagship of Columbus, was only about ninety tons in burden, yet she gained imperishable fame; and the ships which were employed by the early navigators to open up new continents, thus changing the map of the world, were of quite insignificant size and capacity, as were also the ships of the merchant marine of various nations during the early years of the present century. In fact the development of sailing craft has gained more since 1820 than during all the centuries previous to that date. Sailing ships are fast giving way to steam vessels, and in a very few years a ship with its

snowy sails may indeed be as great a curiosity as the extinct Dodo.

Let us take as an example of development the American schooner. I recollect when a 250-ton schooner was considered a large and capacious craft; later came the three-mast schooner, then appeared the four-mast schooner, and now has come upon the scene the schooner with no less than five or six masts, with a carrying capacity of 5,000 tons dead weight. Where and when will the schooner development reach its acme? This has all come about in a space of forty years. Has it reached its limit?

The little old square-rigged brigs of sixty years ago seem to have disappeared from the face of the waters. Pretty, trim, taut little craft they were. Nearly all of our West Indies trade was carried on by means of these rapid little brigs. It may have been rather awkward for sailors to run forward to brace up and haul round the main yard, still those were useful craft. Later came the brigantine, formerly of 200 tons, afterwards of 500 tons or more.

The New England ships of the past century which traded to China and the islands of the Pacific Ocean were full-rigged and of 280 to 300 tons burden; from these came the clippers of 1850, perfect flyers over the ocean and as beautiful as birds. Even they too have become extinct, giving way to more stately craft. Many of the sailing ships of England are at the present day carrying four masts and double top-gallant sails, their steel hulls having a capacity of 3,000 to 3,500 tons of cargo.

What a creature of importance was the little New England sloop of 30 to 50 tons, and how the towns-people used to wait for its

arrival at the various Connecticut ports eighty years ago. This quaint craft carried cargo and passengers to New York at stated times, and what a grandee was the captain! The sloop frequently carried cargo to the Barbados, with horses on the deck. In those days they sailed due east to longitude 60°, and then squared away to the southward, running down the latitudes, trusting to make Barbados, and they usually managed to make that island in their singular process of navigation.

Some years since I saw a sloop come to anchor in Carlisle Bay, Barbados. She was bound around Cape St. Roque to Rio from Richmond; she had fallen to leeward and came into Barbados and later proceeded to her destination. She presented a singular appearance at anchor among the steamers and square-rigged craft.

What a grand instance of development does the battleship of the present day exhibit. Look at the U. S. battleship *Oregon*; compare her with the old *Constitution*. Behold the *Implacable* and *Glory*, each of 15,000 tons, launched recently in England. What a contrast as compared to Nelson's *Victory*! Their broadsides of shot and shell equal many times more than the broadsides of Nelson's whole combined fleet at Trafalgar, and his ships were large and heavy for that day.

So too has there been great development in passenger steamships. Behold the tiny *Great Western* forging her path across the rough waters of the western ocean; view her side by side with the magnificent leviathan, the *Oceanic*, racing like an express train, and what a difference is there in the condition and environment of the brave fellows before the mast

at the present day compared to the conditions of fifty years since. Then sailors slept in dens below deck, in smoky, grimy fo'c'sles, without ventilation, cold in winter and steaming hot in summer, having actually neither sanitation nor possessing any comforts at all. Sailors lived and slept like animals in a zoological den. Now their quarters are built on deck, well lighted, well ventilated and comfortable, far more so than many cabins fifty years ago. Their food is good, and the possibilities of happy living are varied and delightful, and in many ships is to be found a valuable library placed there by the thoughtful officers of the AMERICAN SEAMEN'S FRIEND SOCIETY, of New York. Were I a rich man I should rejoice to contribute a large check to place these libraries within the reach of every sailor in our mercantile navy. They are the means of incalculable good and are performing missionary work in fore-castle and cabin on every sea known to commerce. Reader, have you a thankoffering to render for some special blessing? Perhaps for the recovery of a child from some dangerous illness, for continued health in your own case while others have been suddenly called; render then your gratitude by contributing a loan library to some brave ship breasting the billows far out on the ocean. In this way perhaps some poor neglected sailor may surely find the pure water of life. Possibly your own fair-haired boy now on your knee may at some future day become a rover on the sea (stranger things have happened), then in your boy's name send thus a blessing to the sailor.

We owe the sailor very much. Many of our comforts and necessities are brought for our use over

the ocean, and to sailors we owe more than we can well express. Let us do all we can to develop the sailor, thus placing him upon a high level of morality and intelligence. The sailor's life is not a despised one, as many view it; it is a noble, inspiring calling. Many of our greatest merchants in England and in the United States were once sleeping in "fo'c'sle bunks." Let it be our care and duty to help the sailor; to let him know there are those who appreciate his work and who will stand shoulder to shoulder with the brave toilers of the deep.

NOTE.—One of the best and grandest developments to be seen in sailing craft is the "double top-sail." This has saved hundreds of lives and preserved many ships from destruction. The awkward, lumbering square topsails of two score years ago were difficult to handle and reef in winter on our coast in the teeth of a roaring nor'wester. Once the double top-sail came into use, the sailors on deck could in a few moments reduce the "whole" sail to single, double or close reef, thus saving scrambling aloft and many hardships too numerous to mention.

"LOOK TOWARD THE SEA."

We are constantly looking beyond the sea, and different persons look toward it with different thoughts and feelings according to their particular interests and circumstances.

The visitor taking a summer holiday "looks toward" it with pleasant expectation. It tells of a happy family gathering, and of bright fishing or boating expeditions. The shipowner "looks toward" it with interested motive. He thinks of his vessels trading far away, of their freights, of their progress, and of their detention. He speculates as to when his ships will come home, and what will be the amount of the next dividend—if any at all. The weather-bound fisherman "looks toward" it with wistful concern. Storms may have prevailed for a week or more, and may have prevented him from leaving the harbor to ply his craft. Meanwhile wife and children are dependent on his earnings in all weathers; foul and fair alike.

The parents, the sailor-sons "look toward" it with constant anxiety. They know what perils of the deep their dear ones must needs encounter. They sing "Eternal Father, strong to save," with a half-choking sensation that some of us landsmen never experience. And the seaman's widow "looks toward" it with life-long sorrow. It is the burial place of her husband—the father of her orphan children. To her the waters seem ever to moan a melancholy requiem over unknown graves mid rock or wrack, whose occupants shall lie undiscovered till the morning of the Resurrection when "the sea gives up her dead."

But let us now "look toward the sea" under the guidance of inspiration. What does it tell us of our God? What are some of the leading thoughts about it brought before us in the pages of the Bible? A brief selection is all that can be attempted.

First and foremost must come the grand primary truth of our

morning Psalm of Invitation. "The sea is His, and He made it." It is His; every one of its myriad crops. It is unquestionably the greatest of all His works below. Covering nearly three-fourths of our globe's surface, it seems to be in many respects the most fitting emblem of the Deity. It is

Boundless, endless and sublime,
The image of eternity. The Throne
Of the Invisible. Great ocean;
Strongest of Creation's sons,
Unconquerable, unreposed, untired,
Majestical, inimitable, vast,
Unfallen, religious, holy sea.

"Look toward the sea" and think of the riches of the creative power as shown in the variety and abundance of its inhabitants. To the outward eye it seems to be a barren waste of waters; but we know it to be full of "things creeping innumerable, both small and great beasts." For did not God, in the beginning, say: "Let the waters bring forth abundantly the moving creature that hath life," and did not "God bless them, and say, be fruitful and multiply and fill the waters in the seas. And it was so," and is still so. Science, with all its triumphs, has hardly yet discovered, still less classified, all its races of existences, from the microscopic pathybiens embedded in ocean ooze, to the "leviathans which make their pastime therein." Mr. Darwin informs us that the terrestrial forests do not contain anything like the number of animals which those of the sea contain. Well may a Psalmist speak of its denizens as "innumerable" when we call to mind some of the facts already known. We are told that one single cod's roe is calculated to produce nine million fish. Our own Whitby-bred explorer, Dr.

Scoresby, writes of a certain Greenland sea which is simply "thickened with medusæ."

I have heard a fisherman say that a shoal of herrings or mackerel is sometimes so dense that a boathook would almost stand on end amongst them. Think of that one coral reef, one thousand miles long, off the coast of Australia, built up by minute marine insects. What wealth of creative energy is here revealed! "The sea is His, and He made it."

And what is more, He controls it. Though it be the mightiest, and to us the most turbulent of God's works, "He holdeth the waters in the hollow of His hand." It is He that "hath set its bounds which it cannot pass, neither turn again to cover the earth." "He hath shut it up with doors and bars, and said, 'Hitherto shalt thou come, but no further, and here shall thy proud waves be stayed.'" And it is "at His word that the stormy wind ariseth," but "He ruleth the raging of the sea. He stilleth the waves thereof." Yes, we have positive proof of this; both in the Old and in the New Testaments. Did He not "divide the Red Sea, and make the waters to stand on a heap?" Did not the Saviour show His supremacy upon the Lake of Galilee when the tempest tossed waters were threatening to swamp His disciples' boat? Did He not then "arise and rebuke the waves, saying, Peace be still: and there was a great calm." Truly does a poet of our own, apostrophizing the sea, declare:

"Thou bow'dst thy glorious head to none,
Fear'dst none, heard'st none—
To none did'st honor, but to God thy
Maker;
Only worthy to receive thy great obeisance."

Then look again towards it, and reflect how it tells of the Creator's wisdom. Mark here, as everywhere, the striking adaptation of its different inhabitants to their surroundings. We marvel at those sightless creatures thriving amidst the immense pressure and intense darkness of ocean depths. We contrast them with those higher forms of finny life, fitted with perfect organs for keen sight and rapid movement. We are amazed at the infinite variety of contrivances whereby each obtains his "portion of meat in due season." Who can hear of the electrical eel, communicating a powerful shock, by which its prey is stupified, or of the octopus with its long sucker-like arms, or of that curious angler fish provided with a natural rod and baited hook, without praising the wise skill of the almighty Designer?

Think, too, of the wisdom shown in those beneficent arrangements whereby this whole globe is kept sweet and wholesome. The sea is the purveyor of universal health. Its tides and currents keep it from stagnation. Its saltiness keeps it from putrefaction. How many here can bless God for that bracing air, and those fresh breezes which preserve them in hale manhood, or after serious illness and consequent debility, have restored vigor to a jaded body, and to an overwrought brain?

Or think of the sea as further manifesting the Divine wisdom in providing the world with a pathway of easy communication. While in one sense its waters separate, in another they also bring together; for, "there go the ships" enriching all countries by perpetual exchange, and conveying the products of every zone for the use of man. Well may a Psalmist

exclaim, "O Lord, how manifold are Thy works! In wisdom hast Thou made them all: the earth is full of Thy riches. So is the great and wide sea also."

And further, "look toward the sea" and remember how it displays the treasures of the Divine goodness. "He, Jehovah, hath made everything beautiful in His time," and certainly the sea, as well as the dry land. I know not to which one would assign the palm. Stand upon its shore, watch the ever-varying scene; always alike lovely. Watch the changing colors, note the passing clouds and the shadows of the vessels reflecting upon its calm expanse. Observe the sun illuminating the waves as they roll towards the strand, or forming countless rainbows as it shines through the drops of foam. Stroll on our cliffs at night; see the play of the moonbeams on the waters, or admire the phosphorescent lines that occasionally irradiate its surface. Why all this beauty? All might have been so utterly different. Is not the simplest explanation found in the kindly will of a good "God, who giveth us all things richly to enjoy" as well as to use?

Or reflect again on the sea as the vast storehouse of food for man; food, which ought to be as cheap as it is always nutritious and inexhaustible. Put together these different illustrations of the Creator's power, wisdom, and goodness, and surely you will acknowledge with Robert Montgomery that the sea is an

Impassioned orator with lips sublime;
Whose waves are arguments which prove
a God.

Let me now pass on to notice a few emblematic uses made of the

a in Holy Scripture. As you look toward" it, you know that what you see of it is as nothing compared to what you do not see. The appearance of its surface gives no indication of its mysterious depths. In places it is absolutely unfathomable. Man's lead line was sounded some seven and a half miles, but it has been impracticable to gauge further. We stand in awe at the bare thought of this immeasurable liquid pile. And so it is the fitting symbol of our Maker, of Whom, we say, "Thy way is in the sea. Thy paths are the great waters. Thy footsteps are not known." "Thy judgments are like the great deep." There is a true agnosticism, and it is well for us to confess it. When we apply our limited foot-rule of intelligence to measure God's dealings with us, we are soon out of our depth. Why is the young wife not spared to her husband and children? Why is this good man always in the midst of troubles? Why is that bad man apparently always free from them? We think we understand some of God's ways, but there are more that are "past finding out." When we have plumbed all the ocean depths, "Then shall we know, even as also we are known."

But the thought of the unfathomable sea regarded from another point of view may bring to everyone an unspeakable joy. We have the comforting declaration of the Prophet Micah: "Who is like God like unto Thee, that pardoneth iniquity? Thou wilt cast all our sins into the depths of the sea." Would that we might all fully grasp the blessedness of this glorious promise! You are sailing perhaps in mid-Atlantic, you have a stone in your hand, you fling it overboard, it disappears

beneath the waves; it is gone forever, no power on earth can bring it back again. So it is with our sins when laid in repentance and faith on Jesus. Their guilt is gone; the guilt of all our sins is gone. Our pardon is full, free, present and unconditional. Hallelujah! Glory be to God for this illustration of His love.

Once again, remember that the sea with its rest and unrest has been hereby further consecrated to teach us spiritual truth. Its unrest is the emblem of the condition of the unforgiven sinner. "The wicked are like the troubled sea when it cannot rest, whose waters cast up mire and dirt." How terribly forcible is this similitude! It tells of the unslumbering, agitated, self-accusing conscience, of evil appetites, indulged, yet clamoring and never satisfied; of a mouth speaking proud things, and hard things, and false things; of a tongue pouring forth venom or corruption. It tells of "the worm that dieth not, and of the fire that is not quenched." "There is no peace, saith my God, to the wicked."

On the other hand there is the "sea of glass like unto crystal." It is "before the Throne" on high, and on its quiet shores are standing "the great multitude." The glassy sea tells us of the heavenly rest begun here by those who have found their rest in Christ, and perfect hereafter in "the rest that remaineth for the people of God." It tells of that "peace of God that passeth understanding." God's own peace which He giveth to His people, here in partial measure and hereafter in ineffable fulness.

Finally "look towards the sea," and remember it is the emblem of the spread of the Redeemer's king-

dom. "The earth shall be full of the knowledge of the glory of the Lord, as the waters cover the sea," and Christ is the brightness of the Father's glory. So here we have an assurance that as the waters stretch from pole to pole, "His dominion shall be also from one sea to the other, and from the flood unto the world's end." It is not yet so, and here comes in the missionary work of the Church. To-day it is my privilege to remind you of one particular branch of this work, that of The Missions to Seamen. This cause needs no commendation. There is no English Churchman who has not a warm heart for the sailor. As we "look toward the sea" as patriots, we rejoice to call to mind our glorious naval annals, the battles of our victorious fleets, our splendid mercantile marine, our industrial fishery enterprise. The sea has made our English nation what it is, and we proudly sing "Britannia rules the waves."

May she rule them to the end of time! But may she rule them as the faithful vicegerent of the King of kings. Is she doing this now? Are we as zealous of our seamen's character as of our country's honor? Would that Christ ruled in all sailors' lives! As then you "look toward the sea," not only when living by its heaving bosom, but when dwelling far away inland in some sheltered spot, when autumn or winter gales are blowing, think of the seaman defending you, feeding you, enriching you, at the peril of his life. And have the satisfaction of knowing that you are doing something for his immortal soul, that you have helped and mean to go on helping that great national institution, The Missions to Seamen.

Its object is that Jesus shall reign in every sailor's heart, and according to the Psalmist's expectation, become "the confidence of them that are afar off upon the sea."—*The Rev. Canon G. Auster*

WHO HAD THE BEST OF IT?

The steamship ——— was on her return voyage from the Mediterranean, and had reached the Bay of Biscay, when she was overtaken by a terrific gale. The raging tempest continued until, to use a common expression, the waves rolled "mountains high." Heavy seas broke upon and swept over her, causing her to shiver from stem to stern, and with their fierce violence carried from her deck everything that was movable.

At last came one mighty billow, which so deluged her that the boiler-fires were extinguished and, as a matter of course, the engines stopped working. This serious accident left the ship pretty much

to the mercy of the raging storm. The little sail they were able to set in such a weather seemed as nothing, while the launching of a small boat under such circumstances was altogether out of the question.

In short, to all appearance it looked as though every fresh sea which she shipped would send her with all hands to the bottom.

What a solemn crisis it must have been! and all on board, from the captain to the youngest of his crew, were made to feel it.

What was worldly gain and what were earthly pleasures worth then? Eternity, with all its realities, and the lost opportunities of a misspend

re, must doubtless have risen before them—as terrible and as overwhelming to the soul as the angry blows were to the disabled ship. Then, who, just before, had been so fully blaspheming, were now upon their knees wringing their hands, and crying to the Lord for mercy. Others sat with their faces buried in their hands, trembling from the fear of death.

Only one in that vessel was known as a truly converted soul. This was the third engineer, a young man, who had been brought to the Lord a few months before. He had been scoffed at and persecuted by the godless crew, but God was going to give him the opportunity of proving in a practical way the reality of his faith in Christ. When matters were nearly at their worst, and when he, like the rest, was at his wits' end, a verse of a hymn flashed into his mind, and, in the presence of that awe-stricken company, he commenced singing aloud:

What a friend we have in Jesus,
All our sins and griefs to bear,
What a privilege to carry
Everything to God in prayer!

The eyes of most there were wonderingly directed towards this happy convert, and all were awed to silence. There was no scoffing, no persecution now. They needed no one to tell them then who had the best of it. The joy of the Lord, with happy confidence in His loving care, filled this young man's heart even to overflowing; while the despairing countenances of the rest made it only too manifest that the terrors of death filled theirs.

To cut short our story, that Christian's prayer was heard, for the mercy of God the storm was weathered and their destination

reached. But who knows how much that Christless crew owed to the fact that her third engineer had found a friend in Jesus.

No wonder that the strongest and hardest of men have trembled with fear in the presence of death, for it is a solemn thing to have to meet a holy God, especially when there has been a wilful slighting of His offer of mercy, determined disregard of the warnings of His gracious Spirit, with even cold contempt for the very name of His beloved Son. Dear reader, you are ready to meet God or you are not. If unsaved, your ship will surely sink some day—even now it may be disabled. I mean, that your body, the vessel in which you have sailed through life's voyage, will surely go down—down to a Christless grave, down to a hopeless hell. Oh, beware of trifling! While your soul is out of hell, and the Spirit is here to strive, let your cry of need enter His holy ear. "Whosoever shall call upon the name of the Lord shall be saved." But, "How then shall they call on Him in whom they have not believed?" (Rom. x: 13, 14).

Thrice happy is he who, in the day of God's longsuffering, finds a "Friend in Jesus." And friendless will he be—friendless for eternity—who misses the opportunity.

"Behold, now is the accepted time; behold, now is the day of salvation." (2 Cor. vi: 2).

"God . . . now commandeth all men everywhere to repent: because He hath appointed a day in which He will judge the world in righteousness by that Man whom He hath ordained; whereof He hath given assurance unto all men, in that He hath raised Him from the dead." (Acts xvii: 30, 31).

"Be it known unto you there-

fore, men and brethren, that through this Man (the Lord Jesus) is preached unto you the forgiveness of sins: and by Him all that believe are justified from all things from which ye could not be justified by the law of Moses. Beware therefore, lest that come upon you, which is spoken of in the prophets;

behold ye despisers, and wonder, and perish: for I work a work in your days, a work which ye shall in no wise believe, though a man declare it unto you." (Acts xiii. 38-41).

"How shall we escape, if we neglect so great salvation?" (Heb. ii: 3).—*Geo. C.*

SAILOR JOE'S NEW TONGUE.

We were on a pleasant voyage up the Irish Sea, and sitting upon the bridge talking of things concerning the kingdom of God, when our attention was directed to the sailor who was steering. He had a bright, sunny face, which seemed to lose none of its brightness and cheerfulness, although the rain was beating down upon him pitilessly. We watched him for awhile as he stood at the wheel, and heard him singing brief snatches of familiar hymns. We sat watching, and sometimes joined in a sweet refrain, until the time came for him to go off duty, and then one of us asked how long he had known the Saviour, for we felt sure that he was a Christian.

"Well," said he, "I was brought to a knowledge of the truth four years ago next April, in the Red Sea, whilst on a voyage to India. If you will just step here in this sheltered corner I will tell you all about it."

We turned aside and were delighted to hear this bonnie sailor spin his yarn.

"As I have already said to you," began the sailor, "I was 'born again' in the Red Sea. It was there that a great turn-about took place in my soul. Ah! the dear Lord has wrought wonders for me. And it came so sudden-like that it

took everybody by surprise. I should have thought that it would have taken a year or two, or more, to have turned me to the right about; but, bless you! it all took place in a few hours. Well, it happened in this way: I was walking up and down the deck one day in company with another man, almost as bad as myself, cursing and swearing dreadfully. You have no idea to what lengths I used to go. It seemed I couldn't speak without uttering an oath. That time I saw one of the crew, a Christian young fellow, looking pretty straight at me, but this only exasperated me and I began to swear all the more. A minute after another he walks up to me, and says he, 'Joe, how long have you learned to pray?'

"'Pray,' says I; 'catch Joe Smith praying. He never prayed in all his life!'

"Then, almost without knowing it, I uttered some awful words which caused the young sailor to turn deadly pale and shake all over. He draws up to me again and he put his hand upon my shoulder and says he, 'Joe, listen to me one minute—just one minute, Joe! You have offered several prayers since I have been listening to you. Suppose God would answer them, where would you

? Joe, you would go straight hell.'

"'Out with thee!' says I; 'I do not want to hear thy preaching.' And I marched off to the other end of the deck.

"The other sailor said to me: 'Quite true, Joe, what that young fellow said. And to tell thee a little more, we are all tired of thy swearing tongue. Joe, I tell thee plainly the devil has put a good deal too much soot in thy mouth.'

"'I can put up with that new sailor a-preaching,' says I; 'no-body hears him swear; but I will not put up with any lecturing of mine. Why, you're as bad as I am, and worse.'

"'If I be,' says he, 'so much the worse for you, Joe Smith, for when I came here my tongue was as clean as a blossom. I've learned it is business off from you, mind that, Joe Smith.' And away he went down below.

"Would you believe it, I never swore after that! Never a word!

"I sat down upon a heap of ropes, and, for the first time for many years, I felt a tear or two trickling down my face. While sitting there the young Christian sailor came up to me and sat down by my side, and began to talk to me. Said he: 'Do you not know that God is on the sea as well as on the land? The great God who made heaven and earth and the sea loves you and wants to make you a new and a better man. Shall we just kneel down and ask Him to do it here and now?'

"He did not wait for an answer but immediately dropped down upon his knees. I hardly remember a word of his prayer, but when he had finished he asked me to pray for myself. I was then fairly broken down and sobbed out, 'God have mercy upon my soul! Stop

my swearing tongue! O Lord, forgive my sins!'

"Gentlemen, I don't think God did forgive me that night, but He seemed to put a new tongue into my mouth.

"Yes, He gave me a new tongue!

"The crew to a man were almost frightened, and when the captain heard of it he came up to me, and says he, 'Joe, I'm right glad to hear that you've got a new tongue.'

"'Yes,' I said, 'that's true enough, captain; but 'tis One above us has given it to me!'

"'Quite true,' says he, 'no one else, Joe, could have done such a wonderful thing!'

"From that hour to this I have never uttered a profane word. One night I dreamed that I was cursing, and in the morning, when the dream came to me, I cried like a child, and I couldn't rest until God had forgiven that dreadful dream.

"The new tongue brought a new heart, and I soon found out that the Christian's life is grand. God blessed that young man for speaking to me in the way he did. He is now chief mate of one of the finest ships afloat. At the last port I received a letter from him, and says he, 'Steer away, Joe, and sing the songs of glory as you sail along!' I was thinking of his words when you heard me singing this evening, gentlemen. Good-night, and by-and-by may we meet in the streets of the Golden City!"

Speaking of Joe to another of the crew just after, he remarked: "Ah! Joe Smith has got the root of the matter in him if ever a man has!"

As we reflected on Joe's conversation we involuntarily exclaimed, "What hath God wrought!" Joe was a living witness to all his fel-

low sailors of what the gospel of Jesus Christ can accomplish.

After all, such miracles of grace are the great crown of Christian evidence. Christianity does not stand in any merely literary defence, although its literary defence is complete; it stands rather in its beneficent accomplishments, in its regenerated hearts, its elevated lives, and souls purged and purified.

When John sent to Jesus to enquire about His evidences of the Messiahship, the reply was: "Go and show John those things which ye do hear and see." That is precisely what we have to do to-day. We have to quote the miracles of grace, we must point to the men who have leaped into newness of life, to men whose habits and lives are a new creation, to men whose hearts are full of praise (as Joe's

was) to the almighty Saviour who has transformed them.

The next day we heard our sailor friend's voice again as he stood at the wheel. It was a lovely morning, and in the distance we discerned the mountain peaks of Scotland. He had seen them before we did, and so he was singing a hymn that seemed to fit in with his surroundings:

Gliding o'er life's fitful waters,
Heavy surges sometimes roll,
And we sign for yonder haven,
For the homeland of the soul.
Blessed homeland, ever fair!
Sin can never enter there,
But the soul to life awaking,
Everlasting life shall share.

'Tis the weary pilgrim's homeland,
Where each throbbing care shall cease—
And our longings and our yearnings,
Like a wave be hushed in peace.

—C. R. Parsons

DEVELOPMENT OF AMERICAN SHIPPING.

No single year in the third of a century that has been consumed in the development of iron and steel ship building in the United States has witnessed progression as rapid, or the introduction of innovations as numerous or radical, as that which has elapsed since the last issue of the Blue Book of American Shipping. American triumphs in the foreign trade field are gradually convincing the people of the whole country that the development of our shipping interests is not a matter that concerns only the ship builder or ship owner.

In the naval field recognition must be accorded to many of the more important events of the Spanish-American war, with their lessons on the importance of fire-

proof wood, the necessity for adequately-equipped repair ships as adjuncts to all sea squadrons, and the provision of regularly constituted military transports. The experiences of the war have also brought to the attention of the naval architect and the marine engineer timely problems, the solution of which, by discussion, may prove quite as invaluable as the demonstration of other truths by actual warfare. Thus we have the last meeting of the American Society of Naval Architects and Marine Engineers concerning itself chiefly with the field of usefulness of the torpedo boat, the destroyer and the monitor, just as the *Bourgeois* and *Mohegan* disasters will make the subject of launching and manning life boats at sea the topic

of paramount interest at the next gathering of this representative American organization. Rear Admiral Melville has carried his idea of triple-screw propulsion into the foreign field, where it is now received with skepticism rather than indifference, and our engineer force has declared that if the battle of Santiago taught nothing else, it certainly made very clear the absolute necessity of water-tube boilers for our modern war vessels. Finally the United States navy department has gone forward with the consummation of the most extensive naval program it has ever undertaken and congress has authorized the adoption of an even more extensive one for fulfillment during the next two or three years.

The development of the American mercantile marine and the American ship building industry have gone forward hand in hand, both stimulated by the greater industrial activity following the Spanish-American war, the ship building industry benefited especially by the severe drain made by government purchases of available tonnage for the auxiliary naval fleet. The report of the commissioner of navigation for the treasury department fiscal year, ended June 30, 1899, will show a growth unprecedented in the history of ship building in this country, and the figures for the year just opening will be even more interesting. There are now building in our ship yards for the United States and foreign countries more than fifty naval vessels, valued at upwards of \$40,000,000, exclusive of armor and armament, and more than 200 merchant vessels (no small craft of any kind included), the aggregate value of which exceeds \$30,000,000.

There has been turned out in this single year an Atlantic coast fleet of respectable size, in which the Cromwell, Morgan, Merchants & Miners, Ward, Old Dominion, Plant, Old Bay, and almost all other principal coast lines, have been represented. For the Pacific coast service there are building more modern steel freight and more passenger steamers than have been constructed in any three previous years combined. On the western rivers steel hulls have made their appearance, with promise of the river fleet being gradually rebuilt along steel lines. The ship yards of the entire country have, in fact, orders sufficient on hand to keep them in operation for periods ranging from one to three years. The largest merchant vessels and vessels of war ever constructed on this side of the Atlantic are now on the stocks in American yards. The principal steamship companies of the country have been compelled to place orders abroad by reason of inability to secure from any American builder a promise of delivery in anything like the time required. All the yards, great and small, are developing and expanding. At Newport News, Va., alone, the improvements under way will entail an expenditure of \$2,000,000. A \$3,000,000 ship yard is in process of establishment on the Delaware and another with a capital of \$1,000,000 is projected. The Maryland Steel Company reopened its marine plant in obedience to a rush of work that enabled it to have, six months later, seven steel steamers under construction, and southern energy embodied in the William R. Trigg Company converted Richmond, Va., into a ship building port. The general extension of the use of pneumatic tools

in the construction of steel vessels is a feature of the year's progress, as is also the more extended introduction of cantilever cranes and other equipment calculated to reduce cost by facilitating ship yard operations.

On the great lakes all the leading ship building and dry dock plants have been merged into the American Ship Building Company, one of the strongest of the recently formed industrial organizations, with a conservative policy, well defined, and with complete control still in the hands of the men who built up this industry in the lake region. This company already has in hand several orders for freight carriers of 9,000 net tons capacity on 18 feet draught, that are not to be delivered until May, 1900, but on which work must begin immediately, as they are to cost approximately \$350,000 each, and with quadruple expansion engines and water tube boilers will represent the best practice that is to be found in ship building anywhere in the world. A total value of about \$6,000,000 is represented by all new tonnage now under way in ship yards of the great lakes, and there is every reason to expect that this aggregate will be kept up for a couple of years to come, notwithstanding the higher values now prevailing in labor, material, and supplies of all kinds. In short, it is the general opinion that under the influence of powerful corporations now controlling transportation affairs on the great lakes practically the entire fleet is to be rebuilt on lines of the modern steel vessel.

The Cramps, of Philadelphia, and the Union Iron Works, of San Francisco, have completed the first war vessels for foreign powers turned out from American

ship yards in many years. The American "tramp" steamer has made its appearance. New England districts are again witnessing quite a little activity in the construction of wooden vessels, even to the placing of an order for a six masted ship that is to carry 5,500 tons dead weight. In this line of diversity may be mentioned also the light-draught, stern-wheel type of steamer, which has been constructed in quite large numbers on both coasts for service in shallow Alaskan waters; and on the great lakes the steamer of about 3,000 tons capacity on 14 feet draught, which is suited to special trade on the lakes, or may be transferred through the Welland and St. Lawrence canals to the Atlantic, where there is promise of profitable trade for a long time to come, not only between ports on the eastern seaboard but also between New York, Cuba and Porto Rico.

Progress in the construction of pleasure craft has not been less rapid. The Bath Iron Works, of Bath, Me., completed recently the most powerfully engined steam yacht ever constructed for a private owner, and a summary of the year's orders shows almost two score steam yachts ranging from 60 to 303 feet in length completed or under construction in American yards. The construction of the *Columbia* by the Herreshoffs for the international cup races of the fall of 1899 indicates the general interest still shown in sailing craft, and the success of the great Russian ice crushing steamer *Ermack*, constructed in England, marks the further advance of a distinctively American idea.

Plans have been made which will place at least a few American dry docks, both floating and sta-

tionary, at the head of the world's structures of this character. The great timber dry dock now building for the Newport News Ship Building & Dry Dock Co., at Newport News, Va., will so far surpass all others of its class that two ordinary naval vessels can be accommodated therein simultaneously, while the floating dry dock for the government to be stationed at Algiers, La., will surpass those other products of its designers' skill, the Stettin and Havana docks.

An event of first importance during the year has been the introduction in congress of the Hanna-Payne bill, destined to secure the adoption of a system of ship subsidies, the plan, which in the opinion of all well informed shipping men, offers the surest solution of the problem of restoring our merchant marine to its former position on the seas of the world. This measure, as well as the Nicaragua canal bill, would have been given fuller consideration in the last congress but for the war disturbances. It will undoubtedly be taken up early in the next session. No definite action on the Nicaragua canal question can be taken for some time, as it will be necessary to await the report of a new commission, authorized at the close of the last congress, and which is empowered to investigate not only the Nicaragua but the Panama and any other possible route, and report as to which is the most feasible to construct and operate.

Projects for extensive river and harbor improvements have had the support of such able statesmen as Mr. Frye in the senate, and chairman Burton, of the rivers and harbors committee in the

house, and consequently appropriations have been on a commendable scale of liberality. Particularly has this been gratifying in so far as it insures a much needed radical improvement of New York harbor. Appropriations for the conduct of other departments of the government having to do with the navy and merchant marine also indicate a broad, progressive spirit. At the various navy yards extensive purchases of tools and machinery will be made, and four new dry docks, two of stone and two of timber, have been authorized. The light house and life saving services will both benefit in efficiency, and the revenue cutter service, after rendering valuable assistance in the Spanish-American war, finds itself better equipped—at least on the Atlantic coast—than at any time in years.

Finally the United States has learned much from the foreign ship builder and his kindred artisans, and seemingly the British ship builder is ready to accord more attention to the trend of events in this country. An American firm recently furnished to Belfast builders a large consignment of ship plate for the *Oceanic*, the largest vessel ever constructed, and the British technical journals are universal in the concession that in America is to be found the future rival of Great Britain as a ship-building and ship-owning nation.—*Marine Review*.

Jolly-boats.

Few persons when they read in nautical novels of the captain going ashore in the jolly-boat realize that it is only another name for the yawl, the yawly-boat.—*The Mistakes we Make*.

PRESIDENT GILMAN ON THE RELATIONS OF SCIENCE AND COMMERCE.

Let me give you some striking illustrations of the impulse that commerce has received from science, but let them all be drawn from the present times, at least from days with which many men in this assembly are personally familiar.

Without astronomy there could be no sure navigation of the open sea. The great observatories, with their able masters and their powerful lenses, are revealing to human intelligence the celestial mechanism, and are making every year more accurate the nautical almanacs,—those guides to the heavens, so sure and so important that we may almost call them "The Pilots' Bible." It is to the science of naval architecture that commerce owes the marvellous improvements which have transformed the packets of the "Black-Ball" line and the Baltimore clippers into the iron steamers of to-day. The size, materials, forms, structure, of sea going ships, both men-of-war, protectors of commerce, and the great liners of the ocean, are the results of careful study by able men in quiet hours, devoted to the ascertainment of accurate knowledge.

It is the science of mechanics which has developed the steam-engine for the feeble motor, plied by Fulton on the Hudson, into the triple and quadruple expansion engines which now propel these enormous steamers, to and fro, across the ocean, with a regularity almost as sure as the swinging of a pendulum.

Geographical science has studied every portion of the globe, and opened to commerce the continents

of Africa and Australia, and the islands of Japan and Oceanica, closed to Europeans before the days of Wilkes, Perry, Stanley, and other explorers.

It is to hydrography that commerce owes the accurate surveys of coasts, channels, and harbors, initiated in this country by the Blunts, those once famous New Yorkers, and those surveys of the ocean depths which made possible the laying of the Atlantic cable.

Physics has well fulfilled its part by the improvements introduced into the construction of the mariners' compass, the propelling screw, the perfection of light-houses, the introduction of fog-signals, and the ever advancing development of electro-magnetism, most significant, far reaching, revolutionary, and serviceable of all modern discoveries.

Meteorology, a branch of physics, grows more accurate every year, and is interpreting and foretelling the course of winds and cyclones.

Almost all these advances lie in the field of mathematics.

Cancel these gifts of science. Restore electricity to the excitement of a bit of amber, bring back the quadruple expansion engine to the tea-kettle from which it has been evolved, reduce the nautical almanac to a delineation of "the Dipper" and destroy the charts on which reefs and shoals are carefully indicated to the rude outlines of even fifty years ago,—and where would commerce be?

Now let us change our point of view, and see how these obligations have been met. With open-handed munificence, with horns of

plenty filled with the products of every clime, Commerce, the child of Science, has been her generous supporter. Rapidly glance at the record.

It was an East Indian merchant,

Born in America, in Europe bred,
In Africa traveled, and in Asia wed,

made those gifts to the collegiate school in New Haven, which have given renown for almost two hundred years to the name of Elihu Yale. The last half century has been prolific in kindred gifts. It was a merchant of Mobile who founded the Sheffield Scientific School in New Haven; a merchant of Boston who gave his name to the Lawrence Scientific School in Cambridge; a merchant of New York who established the John C. Green School of Science in Princeton; a merchant of Brooklyn whose gifts to Cornell University surpassed the founder's; a business man of Philadelphia who founded the Towne School of Science; a merchant of New Orleans whose name is recalled by Tulane University; and a merchant of Baltimore, Johns Hopkins, who divided his fortune between a university and a hospital.

Just so with modern libraries in this country. John Jacob Astor, a merchant of New York, set the example, soon to be followed by Lenox and Tilden. Joshua Bates, a partner of the Barings, rendered a like service to Boston, and William Brown, one of the Brown Brothers, to Liverpool. The museums at Cambridge and New Haven attest the scientific interest of George Peabody, who founded a library in Baltimore. Chittenden, of New York, Pratt, of Baltimore, Newberry, of Chicago, each one a merchant, and a great many more, are the builders of libraries,

which Carlyle once called "the true universities." When Western learning is needed in Turkey and the Levant, it is a merchant of New York who founded Robert College near Constantinople, and another merchant, William E. Dodge and his associates, who established the Syria College of Beirut. When it was a question of arctic research, Henry Grinnell and George Peabody equipped the expedition of Kane and his successors, and when a museum of natural history was required, or a gallery of fine arts, it was from the members of this chamber that support was secured. Thus commerce generously has contributed to the maintenance of learning. Is it not that the pursuit of commerce broadens the mind? To promote among the nations of the earth those exchanges which benefit alike the buyer and the seller enlarges human sympathy. The study of the world's resources, requirements, and conditions of prosperity, produces wisdom, courage, forethought, and generosity.
—*Science.*

Witnessing for Christ on Board Ship.

Do we realize what it must mean to stand absolutely *alone*—it may be in a barrack-room, or in the fo'c'stle of a ship, where there are perhaps ten men cooped up together in a very small space, nine of whom are utterly godless, sinful men, and the tenth, a decided follower of Christ, feels he has no one to help him, no one to stand by him, for he is quite different to his companions? To be a Christian is often no easy matter to our soldiers and sailors, and yet one meets with brave seamen who

are not afraid to show "Whose they are and Whom they serve," and who, having been "faithful unto death," will one day receive that "crown of life" for their reward.

I was speaking some months ago to a bright young sailor lad who came into one of The Missions to Seamen Institutes, and who had just returned from his first voyage. He looked so pure and good—a son any mother might be proud of, and I wondered how it was the blight and stain of close contact with an evil world and wicked men had not destroyed the look of innocence on his clear sunny face. I did not wonder long. When I heard his story, I knew how God's own smile must have rested on that dear sailor lad, His everlasting arms been around him, shielding him from all harm and danger to which every sailor is exposed. His touching story was this: I asked him if he had prayed always when at sea? "Oh! yes, always," was his answer. "The first night it was hard work, but I felt I must do it. So down I went on my knees, when suddenly a bucket of water came over me, followed by the jeers and taunts of my companions. I went very wet to my bunk, and next morning it was a bit of a struggle to kneel down again. I did it though, when a voice said, 'Come on, he's at it again; let's heave another bucket over him.' I fully expected a repetition of the previous night's proceedings, when the man who had been my persecutor the evening before spoke up and said, 'No, no; I won't have him touched. This chap's religion must be worth something, though I don't believe in such things myself; he's a brave little fellow, and no one shall disturb him as long as I'm here.'

And so," said my little hero with a smile, "it was all right, and I prayed every night and morning after that, and no one disturbed me."

I was speaking to another sailor who had attended divine service a good deal at our Seamen's Institute and got blessing from being there, begging him to show others by his life that he was a changed man. Among the other things I pointed out was the necessity of daily reading God's Word, and before his companions. He evidently very much dreaded the ridicule he knew he would meet with. "I'll do it," he said at last, "but when they are not looking." I did not feel at all satisfied with this answer, but feeling he must see it for himself I wished him "good-night," asking him to read over Daniel iii. before going to bed. Next day my friend was sailing for a distant land. He came to wish me farewell, and I asked him if he had read the passage I had asked him to on the previous evening. "Oh! yes." "Well," I said, "and what do you think of it?" "They were very brave men," was his quiet reply; then, after a pause, "Do you think those men would have read their Bible in a fo'c'stle?" "I am sure of it," I answered. "Then I will," came the prompt reply, and in a letter I had from him afterwards he said: "I read my Bible regularly and find it such a comfort. At first they laughed at me, and some cursed and swore; but when they saw that I meant to go on, they left me alone, and now I read it without interruption."—*Word on the Waters.*

Applied Science.

Proceed to the Brooklyn Navy Yard and ask leave to visit a bat-

tle-ship or armed cruiser. Place yourself, if permitted, under the guidance of a naval officer. Listen to his story of how the ship was designed, constructed, protected, armed, equipped, navigated, carried into action and brought out of the terrific fire unscathed and victorious. In the aggregate and the detail you will see the results of applied science more impressive than any of the seven wonders of the world. As illustrations of human power the Pyramid of Cheops, the dome of St. Peter's, the great bridges, the continental railways, the Eiffel Tower take a secondary rank when compared with a battleship. Every branch of physical science has contributed to naval architecture. Mathematics, mechanics, electricity, chemistry, metallurgy produced the tremendous enginery of the *Oregon*, able to ride upon stormy waves and encounter the cyclone unharmed, double Cape Horn without replenishing its coal, discharge its explosives with consummate accuracy, destroy the enemy and protect the lives and limbs of officers and crew. Whence is this applied science derived? From thousands of years of research and record. Mathematics begins with theorems as old as Euclid; steel with the earliest extraction of the ore; the luminous elektron of primeval men was the dawn of electricity; so, in every department, the work of many generations has accumulated. And where is this knowledge stored up? It is perpetuated and augmented in libraries; it is taught in colleges, schools of science and naval academies; by its acquisition "the man behind the guns" is disciplined in accuracy, coolness, memory, ingenuity, judgment and intellectual strength.—*D. C. Gilman, LL. D.*

Fighting for Life in the Sea Depths.

Placid and reposeful, tempest-tossed or current-whirled, the unchangeable yet unresting surface of the ocean reveals to the voyager no inkling of what is going on below its mobile mask, and even when furrowed deepest by the mighty but invisible ploughshare of the storm, how slight is the effect felt twenty feet deep. Yet in those soundless abysses of shade beneath the waves a war is being incessantly waged which knows no truce, ruthless, unending, and universal.

On earth the struggle for existence is a terrible one, exciting all our sympathies when we witness its pitilessness, being ourselves by some happy accident outside the arena. Nature, "red in tooth and claw," weeding out the unfit by the operation of her inexorable laws, raises many a doubting question in gentle souls as to why all this suffering should be necessary. They see but a portion of the reversed pattern woven by the eternal looms. But the fauna of the land are by an enormous majority herbivorous, mild in their habits, and terrified at the sight of blood. Even the carnivora, fierce and ravenous as are their instincts, do not devour one another except in a few insignificant and abnormal cases, such as wolves driven mad by starvation. Much less do they eat their own offspring, although there are many instances of this hideous appetite among the herbivores, which are familiar to most of us. In striking contrast to the conditions the tribes of the ocean are all devourers of each other, and, with the exception of the mammalia and the sharks, make no distinction in favor of their

own fruit. One single instance among the inhabitants of the sea furnishes us with a variation. The halibone, dugong, and manatee (*Sirenia*), now nearly extinct, are without doubt eaters of herbage only. This they gather along the shores whose waters are their habitat, or cull from the shallow seabottom.

For all the rest, they are mutually dependent upon each other's flesh for life, unscrupulous, unsatisfied, and vigorous beyond belief. "Væ Victis" is their motto, and the absence of all other food their sole and sufficient excuse. Viewed dispassionately, this law of interdependence direct is a beneficent one in spite of its apparent cruelty. Vast as is the sea, the fecundity of most of its denizens is well known to be so great that without effective checks always in operation it must rapidly become putrid and

pestilential from the immense accumulation of decaying animal matter. As things are, the life of a fish from first to last is a series of miraculous escapes. As ova, their enemies are so numerous, even their own parents greedily devouring the quickening spawn, that it is hard to understand how any are overlooked and allowed to become fish. Yet as fry, after providing food for countless hordes of hungry foes, they are still sufficiently numerous to impress the imagination as being in number like the sands of the sea. And so, always being devoured by millions, they progress towards maturity, at which perhaps one-billionth of those deposited as ova arrive. This infinitesimal remnant is a mighty host requiring such supplies of living organisms for its daily food as would make an astronomer dizzy to enumerate.—*London Spectator*.

WORK AMONG SEAMEN.

CORRESPONDENCE, REPORTS, &c.

At Stations on the Foreign Field.

Uruguay.

MONTEVIDEO.

The Rev. GEO. P. HOWARD writes on May 15:

The SAILORS' MAGAZINE comes in very handy to put in a copy with the rolls of literature I take afloat with me. My visits on board are fruitful and much blessed. Since I last wrote you I have had to make a visit to Buenos Aires where

I had the pleasure of preaching twice to quite a fine company of seamen gathered in the reading room of the Sailors' Home, and also had very pleasant intercourse with Bro. CHAMBERLAIN, the missionary and manager of the Home.

Religious services held in chapel, 34, elsewhere, 2; average attendance of seamen at religious services, 7, of others, 60; religious visits to hospitals, 5, on ships, 39, in boarding houses, 8; tracts, &c., distributed, 45 rolls of 500 pages each.

At Ports in the United States.

Massachusetts.

GLOUCESTER.

The Rev. E. C. CHARLTON writes on July 6:

The past three months, April, May and June, which are usually our dullest months, have been full of interest, with an daily average of sixteen vessels entering our port. Here are men enough at all times. Our religious services are well

sustained and we have had some precious souls saved, some, if I judge rightly, that will be heard from in the world; young men ambitious to obtain an education. I have taken up the usual out-door work, holding regular services on the custom house square every Sunday evening before the chapel services, usually drawing quite a number of men in with us to the after-services. The patronage of the reading room was never better. Our sixty loan libraries afloat are much appreciated. Almost every vessel sailing from this port has a supply of literature put on board, and as the fishermen are doing better than for several years past, our prospects are very encouraging.

New York.

NAVY YARD.

The Rev. G. B. CUTLER writes on July 6:

In my absence during vacation chaplain HOLWAY with his usual faithfulness supplied my place, except one Sunday evening when he was obliged to be absent, when no one appearing to lead the service a young Christian sailor went to the platform and conducted the meeting in a most acceptable manner, showing that our gospel meetings are training schools doing more good than we realize.

Every week more or less good reading matter, comfort bags, &c., are distributed among those who will receive them, and we again thank our friends of the Hanson Place Baptist and other churches, as well as many individuals, for their unflinching kindness in forwarding these things.

We were surprised recently by the following letter from an intelligent Roman Catholic sailor:

U. S. S. *Panther*.

"I wish to thank you for numerous kindnesses while I was on the Cob Dock. Though we differ in religion and in views on many of its points, I always respected your sincerity. I met one of your boys on deck this a. m.; he spoke of you and of Mrs. Wood. Hoping to have a line from you sometime, and again thanking you for favors past."

U. S. S. *Detroit*.

"Through all the things I meet I am kept from falling. He that is in me is more than he that is in the world. Precious Jesus, tender, compassionate One. He loves me, died for me, keeps me pure in my heart. I cannot look into His face

and do a sin knowingly. He helps me to live and let my light shine on this ship. God is blessing your work for sailors. He does bless the AMERICAN SEAMEN'S FRIEND SOCIETY. God bless those good men forever."

U. S. S. *Celtic*.

"I received your kind and welcome letter and was so glad to hear from you. Your letters help me a good lot. I have found out we cannot get along without the Lord, because He helps and keeps me day by day; bless His dear name forever. I could have been in so much trouble if it had not been for our dear heavenly Father, as you know it is a hard thing to get along in the navy. But I will trust in the Lord, and I know that it will be all right. Oh, may I be true to our Lord Jesus Christ. Many times I think of my old life, the way I lived, and I tell you it makes me cry. I have a poor old mother at home; let us both pray that the dear Lord may keep her while I am away out here. She is real old, and I can't get to her nor go ashore here, and I am the only one she has that can give her anything. But the Lord knows about it. I save all my money and put it in the ship's bank, and when my time is out I will make mother happy. God's will be done. May the dear Lord bless you and your AMERICAN SEAMEN'S FRIEND SOCIETY for all the good work they are doing."

Virginia.

NORFOLK.

The Rev. J. B. MERRITT writes on July 1:

The mission to seamen has gone on about as usual, sometimes the services have been highly interesting, at others not so good. Three seamen have died in the hospital, two of these were Norwegians who had been long sick and both died trusting in Jesus. I have notified the relatives in their far-off homes. I had no time to learn the spiritual condition of the other. I often receive letters thanking me for attention to their loved ones during sickness.

Number of American ships in port since last statement, 267, all others, 21; religious services held in chapel, 26, elsewhere, 6; average attendance of seamen at religious services, 12, of others, 7; religious visits to hospitals, 91, on ships, 2,887; Bibles and Testaments distributed, 19, tracts, 18,000 pages.

South Carolina.

CHARLESTON.

Capt. H. G. CORDES writes on July 5:

We have suspended our work from June until the fall, the usual summer closing, when shipping becomes stagnated, but during the entire summer what few vessels that are in port will be regularly visited and proper reading matter supplied, together with other duties connected with Jack's welfare. Coasting vessels that usually do business here in summer months generally load cargo in the stream on the Ashly river, consequently we see very few sailors at the reading room this season of the year. Our work for the past season has been good for the number of vessels in port. Between now and the fall the Charleston Port Society will select a chaplain and we predict a bright and prosperous season for the Master's work under a new pilot.

Number of American ships in port since last statement, 36, all others, 4; religious services in chapel, 17, elsewhere, 4; average attendance of seamen at religious services, 9, of others, 20; religious visits to hospitals, 16, on ships, 36; Bibles and Testaments distributed, 25, tracts and newspapers, 2,175.

Alabama.

MOBILE.

The Rev. R. A. MICKLE writes on June 5:

Number of American vessels in port since last statement, 7, all others, 55; religious services held in chapel, 7, in hospital, 9; average attendance of seamen at religious services, 10, of others, 12; religious visits to hospital, 12, on ships, 78, in boarding houses, 14; Bibles distributed, 5, and many magazines, tracts and papers; 27 requests for special prayer.

We hope very soon to break ground for the erection of the first part of the new Seamen's Home. During the month Mr. M. H. HORSLEY, of the Trans-Atlantic line of steamships, generously donated \$100 towards this object. We have often permitted homeless and penniless tars to sleep at the Bethel. A considerable number have been fed, and a few furnished with a little money. Very grateful letters were received by the chaplain from the sick sailor boy to whom a free pass was given to his home, and also from his

father. A sailor and his wife and child were furnished a passage to St. Louis at one cent a mile, thus saving him \$21.50. This latter case called for sympathy from the fact that the poor fellow had been injured by a blow on the head which incapacitates from work and makes him subject to convulsions. Letter paper, envelopes and pens have been given to the reading room, and fine magazines, books and papers. The Mobile Bible Society as usual gave the Bibles. The monthly concert was intensely enjoyed. Refreshments and flowers were given to the sailors present, and the surplus sent to the Marine Hospital. A quantity of delightful cake was also given to the sick at the hospital by the committee in charge of an entertainment for the benefit of the Admiral Semmes Memorial Fund. In various ways much good, both temporal and spiritual, is the result of this month's work.

Also on July 4:

Number of American vessels in port since last statement, 7, all others, 60; religious services held in chapel, 9, in hospital, 16; average attendance of seamen at religious services, 7, of others, 9; religious visits to hospital, 5, on ships, 126, in boarding houses, 21; Bibles distributed, 1 English, 1 Danish, Testaments and Psalms, 3, Gospel Hymns, 1, several Norwegian and Swedish tracts, and English books, tracts, magazines and papers; requests for prayer, 39.

As may be judged from the above statistics the work for June was full of interest and encouragement. The entertainment given by the Bethel Auxiliary gave much enjoyment to the seamen present and satisfaction to the ladies in charge. Some of the best talent in Mobile was represented among the singers, players and reciters. The King's Daughters, as usual, sent a profusion of flowers, and each bouquet had a card with a verse from the Bible. There is a marked improvement both in the quality and quantity of reading matter sent in by friends for the sailors. The best magazines, fresh and crisp, excellent books and first-class newspapers are frequently added to our shelves, and as often given away to the tars. It is no longer thought that just any kind of literature will do for sailors. The refreshments provided are also dainty and nice. Very many of the hungry and destitute have been generously fed by parties whose names I would like to mention to you. These names are all written in my memorandum book and doubtless

re recorded in that great book from which not even the giving of a cup of cold water is omitted. Several homeless men have been permitted to sleep in the Bethel at night. The city papers and the Mobile Bible Society have been most helpful, as usual, and the Brotherhood of St. Andrew. Mr. PATON had the walls of the reading room whitewashed.

A young sailor, CHARLES BAIRD by name, died on the steamship *Montgomery* from the overpowering heat when near Port Morgan. His remains were brought on to the city for interment and your chaplain officiated at his burial service. This was certainly a sad event and seemed so to impress the entire crew. Just two weeks from the day he was thus put away, a stranger in a strange land, I met three of his shipmates who had just returned from visiting his grave. They had walked to the cemetery and back, a distance of five miles, and did not seem at all conscious of having performed a beautiful act calculated to give a drop of comfort to the heart-broken parents in far-away England, if they should ever hear of it. "Jack" has sentiment and his heart is in the right place. These were, too, what are called "common sailors." It is not to be wondered at that the Master felt a special drawing towards this class of seafaring men.

Louisiana.

NEW ORLEANS.

Mr. JAMES SHERRARD writes on July 1:

Including the services held in the hospitals brings down the average attendance at religious meetings very much. The attendance at the hospital services is small as most of the men are confined to bed, and we are not allowed to hold services in the wards. We have the privilege of visiting from bed to bed and talking with the patients and supplying them with reading matter.

Number of American ships in port since last statement, 114, all others, 205; religious services held in chapel, 13, in hospital, 14; average attendance of seamen at religious services, 9, of others, 13; religious visits to hospitals, 22, on ships, 166; Bibles, Testaments and Gospels distributed, 127, tracts, 1,033.

Oregon.

ASTORIA.

The Rev. JOHNSTON McCORMAC writes on July 5:

Last quarter has been very stormy, raining almost all the time, and hardly willing to give up even on the 4th of July, and the arrival of ships has been so small that my ship services have been correspondingly few. Six of my land services have been funerals, one of a fisherman drowned in the Columbia river while fishing. On last Sunday I held service in Grange school house, about nine miles from here on Young's river. There were about fifty present.

Number of American ships in port since last statement, 1, all others, 8; religious services held on shipboard, 6, elsewhere, 11; average attendance of seamen at religious services, 14, of others, 27; religious visits on ships, 43, in boarding houses, 67; tracts, &c., distributed, 11,463 pages.

Washington.

TACOMA.

The Rev. R. S. STUBBS writes on June 5:

During the period of my illness for weeks several of my dear friends very kindly looked after my Bethel meetings. Members of the Y. M. C. A. supplied on two or three week-night and Sabbath meetings. I am also greatly indebted to the faithful workers at the Seamen's Rest, Mrs. FUNNEMARK and her zealous and devoted daughter, Miss CHRISTINE.

Deep sea arrivals during May last, 38, departures, 43; the total exports for the past five months, \$4,913,821.83. These figures will suggest the growing proportions of Tacoma's shipping interests, and also the increasing calls upon the time and energies of Bethel laborers to reach these crews during their brief stay in this port.

The increasing numbers of seamen during the past quarter who have attended the meetings have greatly rejoiced our hearts, both at the Seamen's Rest and at the Bethel. Our Friday night union services are of such marked spiritual interest

to many of the devoted members of our city churches and societies that we are cheered by their presence and helpful influences in our work. The Scandinavian services every Tuesday evening are particularly well sustained by friends of those nationalities and are conducted in the Norwegian and Swedish languages, and to the great joy of Mrs. and Miss FUNNEMARK, the wife and daughter of a Norwegian shipmaster who was lost at sea.

During the quarter we have been greatly encouraged by the courtesies extended to us by a number of shipmasters who have welcomed us to their ships to hold Sunday services; and by the respectful and good attention paid to the speakers, and the singing by the workers from the Bethel, the Seamen's Rest, and also of the young people from the Floating Society of Christian Endeavor and of the Y. M. C. A. Mrs. ALEXANDER BAILLIE, wife of our president, made a timely present to our Bethel of fifty copies of Sankey and Moody's hymn books, for which we are truly thankful.

Our visits to the Fannie Paddock Hospital have been seasons of deep interest; the patients have expressed their appreciation of the singing and other exercises.

We continue our visits to the boarding houses and on ships for conversation, circulation of tracts and many other kinds of wholesome reading, and we endeavor to supply large packages of good literature to deep water ships bound to distant ports. The goodly packages of SAILORS' MAGAZINES that you send to us for free distribution are greatly prized both by landsmen and seamen, and we are confident they cannot fail to do much to keep the people informed of the extensive work carried forward.

During our visits to the ships yesterday lying in the bay we had appeals from English, German and French seamen for Bibles and reading matter in their native tongues, and there are occasions of really pathetic interest as seamen of different nationalities receive copies of the Scriptures and tracts and other reading in Welsh, Russian, Russian-Finn, French, and Spanish and other foreign tongues, they seem so glad and grateful.

We are permitted to believe that in the judgment of charity a goodly number of seamen have been reformed, confirmed in goodness and led to the Saviour during the year. Especially have our yearnings for the conversion of the unsaved been intensified by the two sad wrecks during the past seven months, first of the ship

Atalanta with twenty-one souls on board, which took place about three days after she left our harbor; also the capsizing in our bay of the beautiful ship *Andelana* with seventeen souls on board, all of whom were drowned.

Looking over the year just closed we thank God and take courage, earnestly imploring for ourselves and our fellow workers the prayers of God's elect through the sanctification of the Spirit and belief of "the truth as it is in Jesus."

During the year over two hundred and fifty meetings have been held by the chaplain and his faithful wife, chiefly with seamen, or elsewhere in the interest of seamen and landsmen; this includes sermons preached in churches whose pastors have welcomed us for our work's sake to their pulpits. Bishop C. C. McCabe gave our work a very cordial and hearty recognition at the Puget Sound Conference of the Methodist Churches, and suspended the regular business of the session that chaplain STUBBS, as the representative of the AMERICAN SEAMEN'S FRIEND SOCIETY and the chaplain at Tacoma, might present the Bethel interests to that body, which afterwards adopted a report and expressed their sympathy with the work.

The election of directors and officers for the year gives the following list: Directors for three years, Alexander Baillie, J. W. Viant, Capt. C. A. Enell, Samuel Collyer, R. S. Stubbs; permanent officers, Alexander Baillie, president; Thomas Kerr, P. V. Caesar, J. W. Viant, C. W. Morrill, vice presidents. W. B. Blackwell, treasurer; R. S. Stubbs, secretary and general agent. The following resolution presented by Capt. C. A. Enell at the meeting for the election of permanent officers was adopted and signed by the president: "Resolved that we, the directors of this society, hereby express our approval and commendation of chaplain R. S. STUBBS for his untiring and faithful labors as chaplain to seamen at this port, appointed jointly by the AMERICAN SEAMEN'S FRIEND SOCIETY and the Tacoma Seamen's Friend Society, during another year; and we earnestly solicit his re-appointment by the society at New York jointly with us for the year ensuing." The meeting then added its high appreciation of the continuous and faithful work of Mrs. STUBBS during the year.

SEATTLE.

The Rev. THOMAS REES writes on June 1:

The results of our meetings have been 16 asking prayer, 4 sailor conversions and 2 others. The meetings have been intensely interesting and uplifting. I preach five and six times every week, besides street meetings, so having thrown out the net at God's command we expect fish; it would be surprising if we never caught any. More than this, we are all the Lord's and are sure that He hears us when we pray. Thank God I labor hopefully. I made one visit to Port Blakely and found seven ships loading for different ports of the world and so far as in my power supplied them with reading matter for present and future reading. Thank you for my Magazines, which I receive with a joyful welcome.

Number of American ships in port since last statement, 17, others, 3; religious services held in mission, 35; average attendance of sailors, 7, of others, 55; visits to ships, 49, to boarding houses, sick rooms, &c., 8, to hospitals, 3; Bibles distributed, 2, tracts, 124.

Also on July 1:

The interest very good; 8 have asked prayers; 4 sailors and 4 others have professed conversion. The Lord always gives visible tokens of His approval. Praise His name. I was at Port Blakely once and found ten ships loading lumber for all parts of the world; a very busy place, running day and night, besides building two or three large schooners. I supply all the vessels I can with reading matter and bundles to take to sea. I lost one of my brothers this month just passed. He has been sick four or five months; died June 18; was buried in Tacoma. Two brothers left out of six, all sailors with one exception. I am very thankful for the Magazines you send me and for the good they do on their mission. We hardly realize how far-reaching they are; I don't think we pray enough over them.

Number of American ships in port since last statement, 16, all others, 3; religious services in Bethel, 34; average attendance of seamen, 7, of others, 55; visits to ships, 50, to boarding houses, sick rooms, &c., 7, to hospital, 4; Bibles distributed, 1, tracts, 162.

Book Notice.

CHRISTIAN MISSIONS AND SOCIAL PROGRESS. By the Rev. James Dennis, D.D. In three volumes. Vol. II. New York. Fleming H. Revell Co. 1899. \$2.50.

This Sociological study of Foreign Missions gives the details of the application of a great principle. The principle is the regenerating power of the gospel in the human heart. Out of the heart come the issues of life, out of the mustard seed of faith is a great tree. This, of course, is one of the common-places of Christian experience, but when the scale of its operations is large and the results complex, it is worth while to follow it to get the impression of its dimensions and a sense of the diversity of its results. To do this in many heathen countries, through varied forms of social life, many of them of great antiquity and bedded in the rock of use-and-wont, requires patient study in missionary libraries, extensive travel, large correspondence, and a judicial mind. Dr. Dennis has used all the large material that has been accumulating for many years, and has been able to present it in a captivating and comprehensive way.

He shows that the Christian faith creates a new type of character and a new public opinion; promotes education; contributes a new intellectual life; awakens the philanthropic spirit; affords new and novel examples of personal and social character; introduces a fresh idea of government; excites an opposition which gives value to the victory when it is won. All this is confirmed by missionaries, native witnesses, and government officials. Then he goes further into detail, and shows what Christian missions have done in the matter of temperance reform, the opium habit, gambling, purity, self-inflicted torture, suicidal tendencies, industry and frugality, barbaric pride, and cultivating the personal virtues. Going into family life, he treats of the effect of missions on woman, polygamy and concubinage, adultery and divorce, child marriage, the social miseries of widowhood, the enforced seclusion of women, family training, the protection of children, and infanticide. Then among the results he names the suppression of the slave trade,

the abolition of cannibalism and inhuman sports, arresting human sacrifices, banishing cruel ordeals and foot binding, promoting prison reforms, securing aid for the poor and dependent, organizing famine relief, introducing modern medical science, conducting dispensaries, infirmaries and hospitals, founding leper and orphan asylums, promoting sanitation, mitigating the horrors of war and instilling the principles of peace.

All these details are buttressed by footnotes that support all the contentions of the text. The whole work warrants pessimism if the eyes be fastened solely on the social facts of heathen peoples, and compels optimism when the leaven of the Christian faith is seen working in the lump of heathen life. Dr. Dennis is making a *magnum opus*; his publisher is giving the volumes a portly and comely form, adding much to their interest by profuse illustrations; if the Christian public does its duty large editions of the work will be called for, and it will stand for a long time as a repository of facts and a fine piece of argumentation.

The Planets for August, 1899.

MERCURY will not be well visible.

VENUS will be visible in the morning before sunrise.

MARS will be still visible in the early evening, but will not be conspicuous.

JUPITER will be visible in the evening in the southwest.

SATURN will be a conspicuous object in the southern sky.

Princeton.

T. R.

Sailors' Home, New York.

190 CHERRY STREET.

Reported by F. Alexander, Lessee, for the month of

JUNE, 1899.

Total arrivals..... 71

Receipts for June, 1899.

MAINE.

Bangor, Hammond Street Congregational Church..... \$10 00

NEW HAMPSHIRE.

Portsmouth, Portsmouth Seamen's Friend Society, for a library..... 20 00

MASSACHUSETTS.

Amesbury, Union Congregational Church..... 5 00

Cambridge, William H. Hidden, Jr., for the Isabel D. McKee Library. 20 00

CONNECTICUT.

Berlin, Second Congregational Ch... 11 00

Danielsonville, Westfield Congregational Church and congregation. 5 60

Fairfield, Mrs. Esther J. Jennings, to revive library No. 8,923 20 00

Middletown, South Congregational Church 36 39

New Haven, Miss S. L. Stone 1 00

New London, First Church of Christ. 8 62

NEW YORK.

Brooklyn, Clinton Avenue Congregational Sunday School, for library 20 00

Ira Goddard..... 5 00

Cohoes, H. B. Silliman, for libraries to be named as follows: the H. B. Silliman; the Mrs. H. B. Silliman; the Silliman Memorial Ch. (Cohoes); the Sunday School of the Silliman Memorial Church, and the Primary Class in Sunday School of the Silliman Memorial Church Libraries 100 00

Easthampton, Annie L. Merriam..... 5 00

Elmira, Mrs. S. D. Jennings..... 5 00

New York City, collections on White Star line steamers, received per E. J. Adams..... 125 00

Collections on steamers of International Navigation Co.'s lines, received per H. G. Philips, cashier..... 78 71

Messrs. Bruce & Cook..... 50 00

Miss Emma Bogardus, for libraries, one of which in memory of Mrs. Mary A. Bogardus..... 40 00

Annie G. M. Lincoln, for library in memory of her husband, to be named the Stowell Willie Lincoln Library 20 00

Mrs. D. C. Blair, for a library..... 20 00

Robert Jaitray..... 10 00

Mrs. William F. Lee..... 10 00

Capt. Johnson Spicer, of the ship George T. Hay, for library work. 5 00

Utica, bequest of Caroline E. Backus, late of Utica, N. Y., per C. A.

Talcott, executor..... 240 00

NEW JERSEY.

Franklin Park, Reformed Church of Six Mile Run..... 11 14

Newark, First Presbyterian Church. 223 25

Third Presbyterian Church..... 64 71

FLORIDA.

Pensacola, Henry C. Cushman..... 1 00

\$1,171 42

INFORMATION FOR SEAMEN.

LIST OF MISSIONS AIDED BY THIS SOCIETY.

SWEDEN , Helsingborg.....	K. I. Berg.
" Stockholm.....	J. T. Hedstrom.
" Sundsvall.....	Rev. E. Eriksson.
" Gottenburg.....	Christian Nielsen.
DENMARK , Copenhagen.....	Rev. A. Wollesen.
GERMANY , Hamburg.....	British & American Sailors' Inst., H. M. Sharpe.
BELGIUM , Antwerp.....	Antwerp Seamen's Friend Society, Rev. J. Adams.
ITALY , Genoa.....	Genoa Harbor Mission, Rev. Donald Miller.
" Naples.....	Naples Harbor Mission, Rev. T. Johnstone Irving.
INDIA , Bombay.....	Seamen's Rest, F. Wood, Superintendent.
" Karachi.....	Rev. W. H. Dowling.
JAPAN , Yokohama.....	Rev. W. T. Austen.
" Kobe.....	Edward Makeham.
" Nagasaki.....	John Makins.
CHILE , Valparaiso.....	Rev. Frank Thompson.
ARGENTINE REPUBLIC , Buenos Ayres.....	Buenos Ayres Sailors' Home Miss G. L. Chamberlain
" Rosario.....	Rosario Sailors' Home & Mission, F. Ericsson.
URUGUAY , Montevideo.....	Montevideo Harbor Mission, Rev. G. F. Howard.
MADRID , Funchal.....	Miss n to Sailors & Sailors' Rest, Rev. W. G. Smart.
MASSACHUSETTS , Gloucester.....	Gloucester Fishermen's Inst., Rev. E. C. Charlton.
CONNECTICUT , New Haven.....	Woman's Sea. Friend Soc'y of Connecticut, Rev.
NEW YORK , New York City.....	Capt. Wm. Dollar. [John O. Bergh.
" Brooklyn, U. S. Navy Yard.....	Rev. G. B. Cutler.
VIRGINIA , Norfolk.....	Norfolk Port Society, Rev. J. B. Merritt.
NORTH CAROLINA , Wilmington.....	Wilmington Port Society, Rev. A. D. McClure.
SOUTH CAROLINA , Charleston.....	Charleston Port Society.
FLORIDA , Pensacola.....	Pensacola Port Society, Henry C. Cushman.
GEORGIA , Savannah.....	Savannah Port Society, H. Iverson.
ALABAMA , Mobile.....	Mobile Port Society, Rev. R. A. Mickle.
TEXAS , Galveston.....	Galveston Port Society, Rev. J. F. Sarner Chaplain
LOUISIANA , New Orleans.....	New Orleans Port Society, James Sherrard.
OREGON , Portland.....	Portland Seamen's Friend Soc'y, Rev. A. Robinson.
" Astoria.....	Rev. J. McCormac.
WASHINGTON , Tacoma.....	Tacoma Seamen's Friend Soc'y, Rev. R. S. Stubbs.
" Seattle.....	Seattle Seamen's Friend Society, Rev. Thos. Rees.
" Port Townsend.....	Pt. Townsend Sea. Friend Society, C. L. Terry.

Directory of Sailors' Homes and Private Boarding Houses.

Location.	Established by	Keepers.
PORTSMOUTH , N. H., No. 104 Market St	Seamen's Aid Society.....	James F. Slaughter.
BOSTON , Mass., N. Sq., Mariners' House	Boston Seamen's Aid Soc'y	Capt. J. P. Hatch.
" Phineas Stowe Sea. Home.....	Lad. Beth. Soc., S. N. Bennet	St. George C. Smith.
" East Boston, 120 Marginal St.	Episcopal City Mission.....	James M. Battles, Supt.
NEW BEDFORD , Mass., 14 Bethel Court.	Ladies Br. N. B. P. S.....	E. Williams.
NEW YORK , N. Y., 190 Cherry Street..	Amer. Sea. Friend Society.	F. Alexander, Lessee.
" 52 Market St.....	Epis. Miss. Soc. for Seamen	H. Smith.
BROOKLYN , N. Y., 172 Carroll St.....	Scandinavian Sailors' Home.	Capt. C. Ullenars, Supt.
" 112 First Place.....	Finnish Luth. Sea. Home.	
PHILADELPHIA , Pa., 422 South Front St	Penn. " "	Capt. R. S. Lippincott.
BALTIMORE , Md., 418 South Ann Street	" "	Miss Ellen Brown
" 1737 Thames St.....	Port Miss., Woman's Aux'y	Thomas Hansen, Supt.
WILMINGTON , N. C., Front & Dock Sts.	Wilmington Port Society....	Mr. Christofferson.
CHARLESTON , S. C., 44 Market St.....	Ladies' Sea. Friend Society	Capt. H. G. Cordes.
MOBILE , Ala.....	Ladies' Sea. Frnd Society	
NEW ORLEANS , La.....	N. O. Sea. Friend Society....	
SAN FRANCISCO , Cal.....	S. F. Sea. Friend Soc'y....	Capt. Melvin Staples.
PORTLAND , Ore.....	Portland Sea. Frnd Soc'y....	Rev. A. Robinson.
NEW HAVEN , Conn.....	Ladies' Sea. Friend Society	Rev. J. O. Bergh, Supt.

MARINEES' CHURCHES.

Location.	Aided by	Missionaries.
PORTLAND , Me., Fort St., n. Custom H.	Portland Sea. Frnd Soc'y....	Rev. F. Southworth.
BOSTON , Mass., 332 Hanover St.....	Baptist Bethel Society.....	" A. S. Gilbert.
" Bethel, 287 Hanover St.....	Boston Sea. Friend Soc'y....	" S. S. Nickerson.
" Charlestown, 46 Water St.....	Episcopal City Mission.....	Mr. S. H. King.
" East Boston Bethel.....	Methodist.....	Rev. L. B. Bates.
" 120 Marginal Street.....	Episcopal City Mission.....	" W. T. Crocker.
GLOUCESTER , Mass., 6 Duncan St.....	Gloucester Fish'men's Inst.	" E. C. Charlton.
NEW BEDFORD , Mass.....	New Bedford Port Society....	" E. Williams.
NEW HAVEN , Conn., Bethel, 61 Water.	Woman's Sea. Friend Soc'y	" John O. Bergh.
NEW YORK , N. Y., Catharine c. Madison	New York Port Society.....	" Samuel Burch.
" 128 Charlton Street.....	" W. S. Branch	Mr. John McCormack.
" 34 Pike Street, E. B.....	Episcopal Miss. Society.....	Rev. A. R. Mansfield.
" 665 Washington Street.....	The Sea. Christian Ass'n....	Stafford Wright.
" No. 341 West Street, N. R.....	Episcopal Miss. Society....	" W. A. A. Gardiner.
" 21 Coenties Slip.....	" "	Isaac Maguire.
" 53 Beaver St.....	Finnish Lutheran Sea. Ch.	" V. K. Dorchman.
BROOKLYN , N. Y., U. S. Navy Yard..	Amer. Sea. Friend Society....	" G. B. Cutler.
" 193 9th Street, near 3rd Avenue..	Dan. Ev. Luth. Sea. Miss'n.	" E. Andersen.
" Erie Basin.....	Episcopal Miss. Society....	" Isaac Maguire.
" Sand., William St., near Richard.	Nor. Luth. Sea. Mission....	" Jakob Bo.
PHILADELPHIA , Pa., c. Front & Union.	Presbyterian.....	" H. F. Lee.
" N. W. cor. Front and Queen Sts..	Episcopal.....	" Francis W. Burch.
" Front Street, above Navy Yard..	Baptist.....	" "
" Washington Ave. and Third St..	Methodist.....	" W. Downey.
" Port Missionary, 1420 Chestnut St.	" "	" E. N. Harris.
BALTIMORE , Md., Aliceanna & Bethel Sts	Seamen's Un. Bethel Soc'y	" G. W. Heyde.
" No. 815 S. Broadway.....	Port Mission.....	Mr. K. S. Willis, Mr. S. Olsen.
NORFOLK , Va., Water St., near Madison	Norfolk Sea. Frnd Soc'y....	Rev. J. F. Merritt.
WILMINGTON , N. C.....	Wilmington Port Society....	" A. D. McClure.
CHARLESTON , S. C., 44 & 46 Market St.	Charleston Port Society....	Capt. H. G. Cordes.
SAVANNAH , Ga.....	Amer. Sea. Friend Soc'y....	Rev. H. Iverson.
PENSACOLA , Fla.....	" "	Mr. Henry C. Cushman.
MOBILE , Ala., Church St., near Water	" "	Rev. R. A. Mickle.
GALVESTON , Texas, 17th & Mechanic Sts.	Galveston Sea. Friend Soc'y	" J. F. Sarner.
NEW ORLEANS , La., Fulton & Jackson.	Presbyterian.....	Mr. James Sherrard.
SAN FRANCISCO , Cal.....	San Francisco Port Society	Rev. J. Rowell.
PORTLAND , Ore.....	Amer. Sea. Friend Soc'y....	" A. Robinson.

AMERICAN SEAMEN'S FRIEND SOCIETY, 76 Wall Street, New York.

ORGANIZED, MAY, 1828—INCORPORATED, APRIL, 1838.

JAMES W. ELWELL, *President.*

CHAS. A. STODDARD, D.D., *Vice-President.*

W. C. STITT, D.D., *Secretary.*

WILLIAM C. STURGES, *Treasurer.*

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OBJECTS OF THE SOCIETY.

ARTICLE II, (of the Constitution.)—The object of this Society shall be to improve the social and moral condition of seamen, by uniting the efforts of the wise and good in their behalf; by promoting in every port Boarding Houses of good character, Savings' Banks, Register offices, Libraries, Museums, Reading Rooms, and Schools; and also the ministrations of the gospel, and other religious blessings.

CHAPLAINS.—In addition to its chaplaincies in the United States, the Society has stations in JAPAN, CHILE, S. A., the MADEIRA ISLANDS, ICELAND, SWEDEN, NORWAY, DENMARK, GERMANY, HOLLAND, BELGIUM, FRANCE, ITALY, and INDIA. A list of the chaplains, who will always be ready to befriend the sailor, is given on the preceding page.

LOAN LIBRARIES.—An important part of the Society's work, and one greatly blessed of God to the good of seamen, is that of placing on board ships going to sea, libraries composed of carefully selected, instructive, and entertaining books, put up in cases containing between thirty-five and forty volumes each, for the use of ships' officers and crews. The donor of each library is informed when and where it goes, and to whom it is entrusted; and whatever of interest is heard from it is communicated as far as possible. The whole number of new libraries sent out by the Society up to April 1, 1898, was 10,479. Calculating 12,305 reshipments, their 557,685 volumes have been accessible to more than 398,215 men. Hundreds of hopeful conversions at sea have been reported as traceable to this instrumentality. A large proportion of these libraries have been provided by special contributions from Sabbath-Schools. Twenty dollars furnishes a library.

THE SAILORS' HOME, No. 190 Cherry Street, New York, is the property of this Society, and is leased under careful, judicious restrictions. It is unsurpassed in comfort by any Sailors' Home in the world; its moral and religious influences cannot be fully estimated, but many seamen have there been led to Christ. Destitute, shipwrecked seamen are provided for at the HOME. A missionary of the Society resides in the HOME, and religious and temperance meetings are held daily. The Lessee receives and cares for the savings of his sailor guests and a large amount has thus been saved to seamen and their families.

A list of the Society's periodicals will be found on the second page of the cover of this MAGAZINE.